CALIFORNIA HIGH-SPEED RAIL AUTHORITY

Welcome

U.S. Department of Transportation
Federal Railroad Administration

Welcome to the California High-Speed Rail Authority's Scoping Meeting

Bienvenidos a la Reunión de Ámbito de La Autoridad Ferroviaria de Alta Velocidad de California

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What are High-Speed Trains?

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Federal Railroad Administration

- Intercity passenger trains operating at maximum speeds of at least 200 miles per hour
- Tracks separated from roads and highways
- Proven technology – Safe and Reliable
  - Successfully operating throughout Europe and Asia

CHSRA Train Concept

Other High-Speed Trains around the World

TGV, France

Intercity Express, Germany

Shinkansen, Japan

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Benefits of High-Speed Rail

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Local Benefits

- Elimination of Railroad At-Grade Crossings
  - Safety
  - Reduced Traffic Delays
  - Reduced Noise and Pollution
- Improved Metrolink and Amtrak Operations
- Promotes Smart Growth
- Local Connections
- Less Pollution
- Reduced Highway Traffic
- Decreased Fuel Use
  - Energy Independence
  - Cleaner Air
- Improvements to Existing Rail Lines
  - Commuter Rail
  - Freight
- Safety
- Sustainable Cities
- Economic Opportunity
- Local Jobs

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Statewide High-Speed Rail Route

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Connecting:

- Los Angeles
- Orange County
- San Diego
- Inland Empire
- Central Valley
- San Francisco Bay Area
- Sacramento

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Project Process

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2003 – 2005: Program-Level EIR/EIS (at statewide level)

- **Develop Project Goals**
- **Study:**
  - Train Technologies (modes)
  - Statewide Corridors
  - Environment. Impacts
- **Prepare Draft Program-Level EIR/EIS**
- **Formally Adopt Final EIR/EIS With Selected Corridors And Train Modes**

2007 – 2009: Project-Level EIR/EIS (at corridor level)

- **Articulate Project Goals at the Project Level**
- **Study:**
  - Detailed Corridor Level Design
  - Corridor Environmental Impacts
  - Alternatives where applicable
- **Prepare Draft Project-Level EIR/EIS**
- **Formally Adopt Final Project Level EIR/EIS**

Public Input

- **Initial Public Meetings** (2003)
- **Public Comment** (2005)
- **Scoping** (2007)
- **Public Comment** (2009)

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Additional Efforts

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- New Ridership Estimates (2007)
- Fare and Revenue Estimates
- Financial Plan
- Right-of-Way Preservation
- Phasing Plan
- Organization of Construction and Operation Contracts

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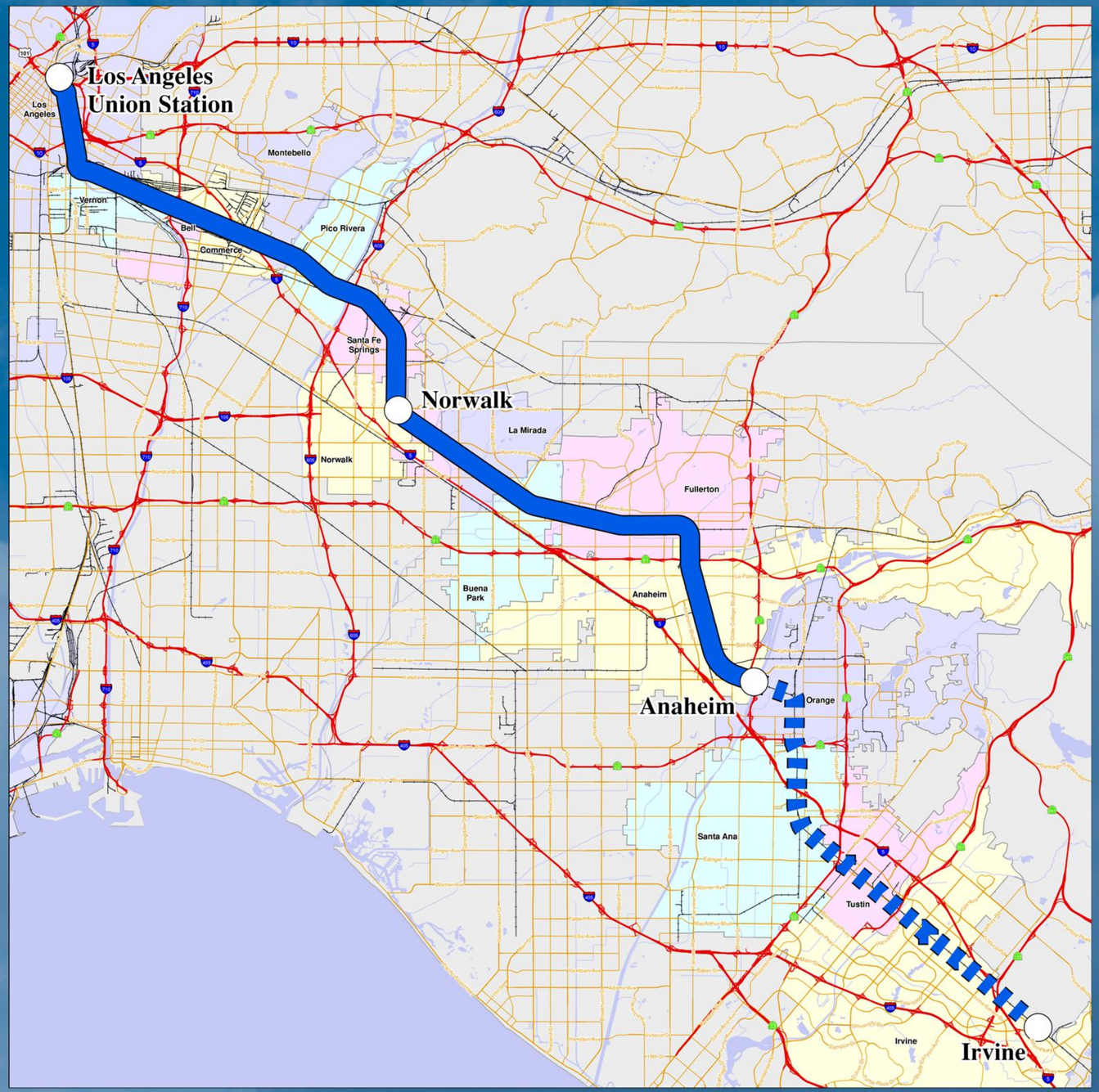
Los Angeles to Orange County Segment Map

U.S. Department of Transportation
Federal Railroad Administration



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Los Angeles to Orange County Segment Map

U.S. Department of Transportation
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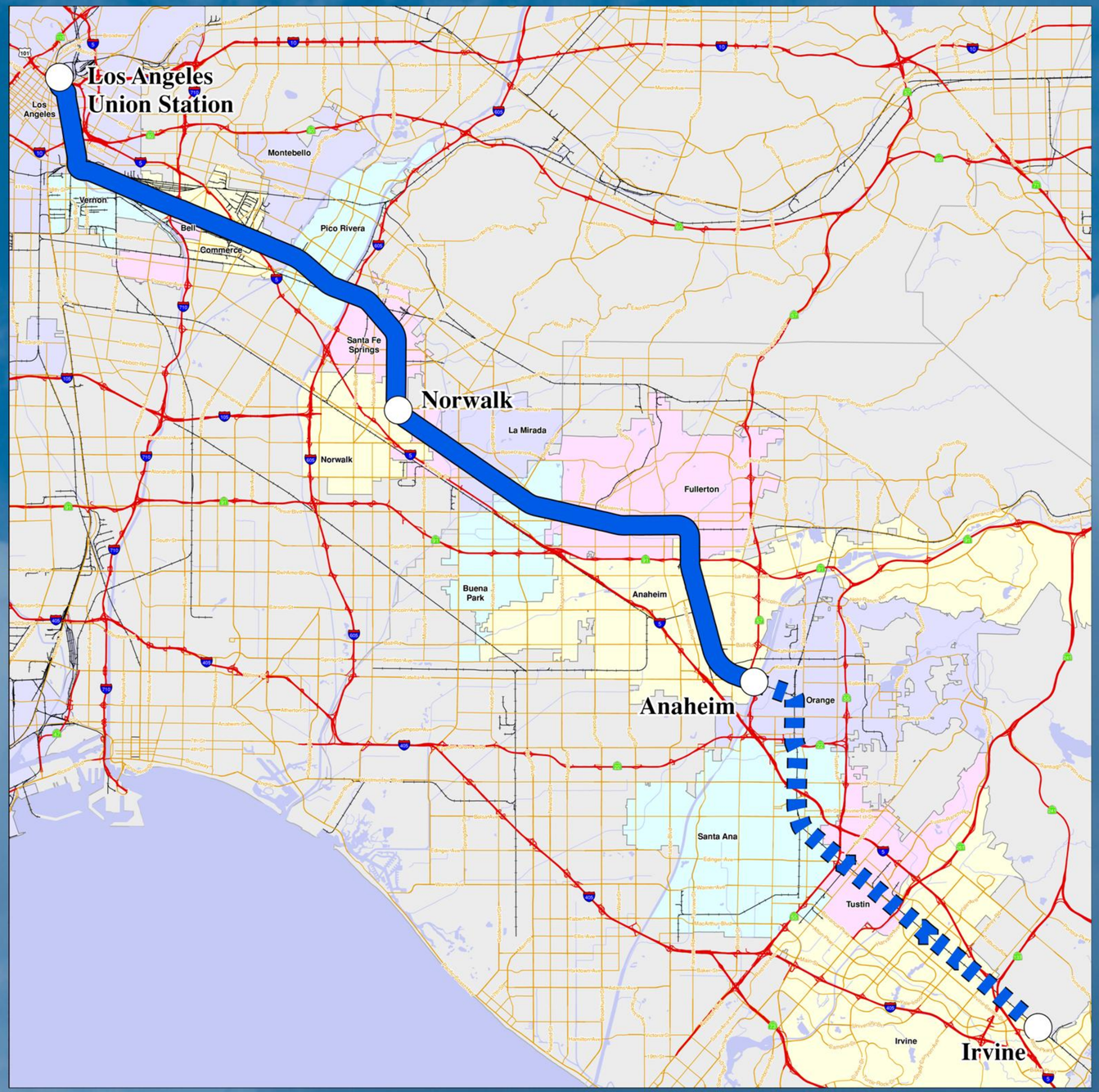

Anaheim Regional Transportation Intermodal Center

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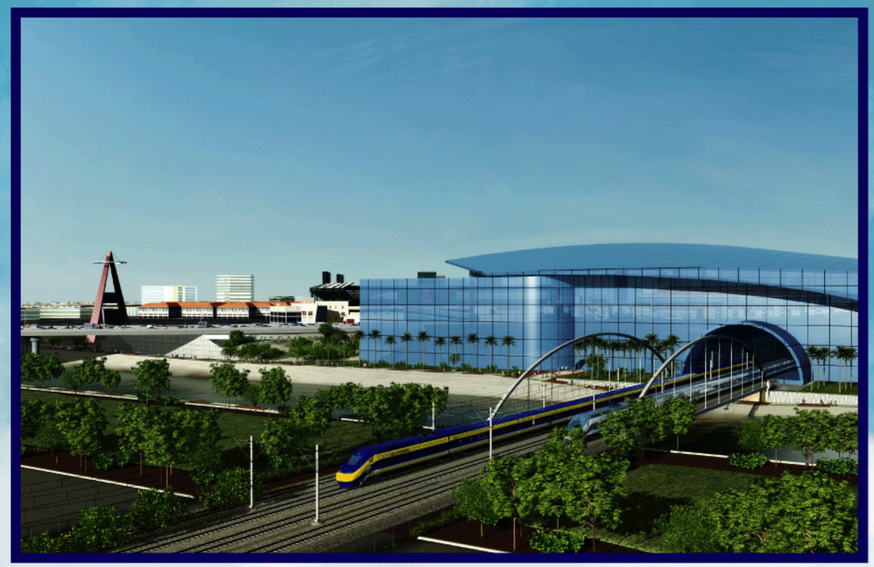
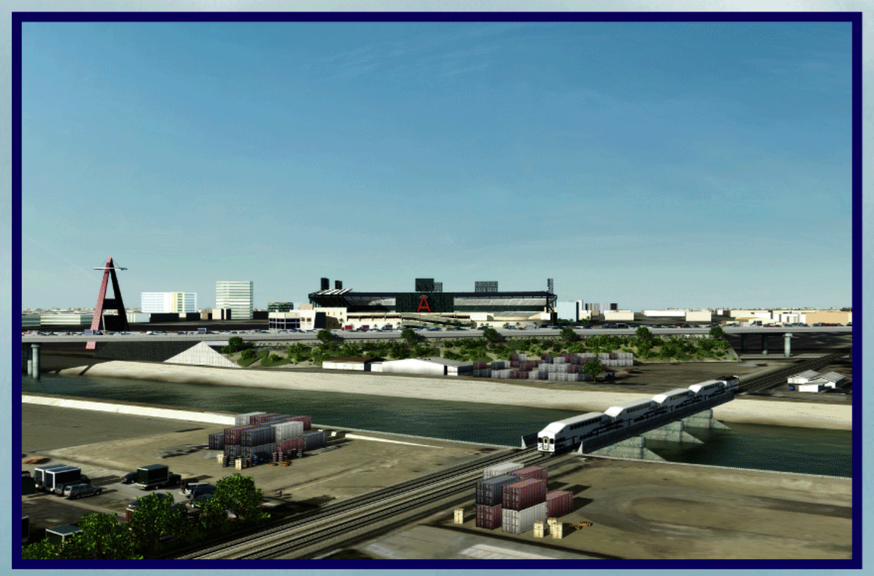
Future Computer Simulation - Anaheim View



Future Computer Simulation - ARTIC

Existing Conditions - Anaheim View



Existing Conditions - Before ARTIC

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Grade Separations

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Before

Typical Underpass

After

- Grade separations are underpasses and overpasses where roadways cross railroad tracks
- Grade separations reduce congestion and noise and improve safety
- California High-Speed Rail tracks will be grade-separated from adjacent roadways

Before

Typical Overpass/Trench

After

Typical Structures along Alignment

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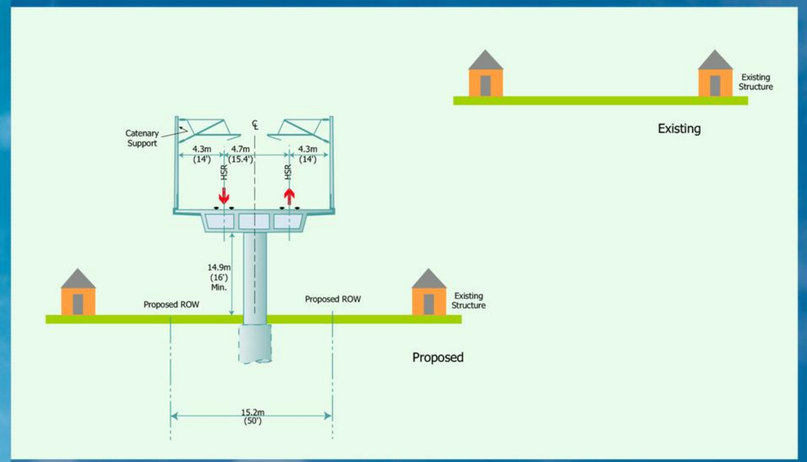


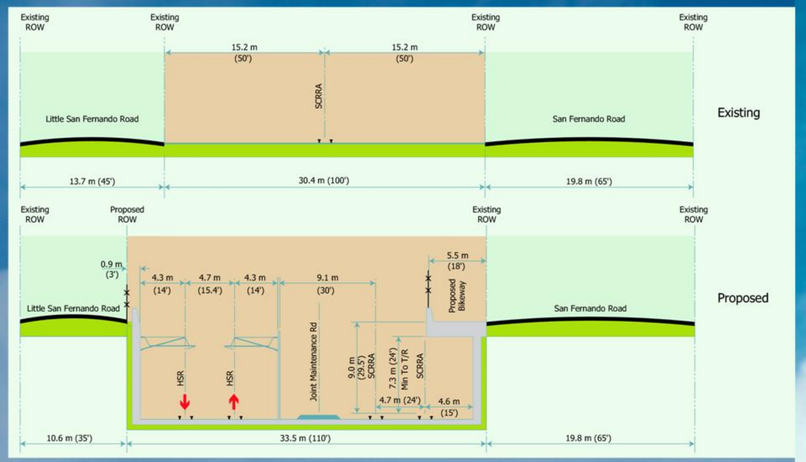
Aerial

Typical Structures

Hillside Cut with Retaining Wall

- Portions of the alignment will need special structures to fit into built environment

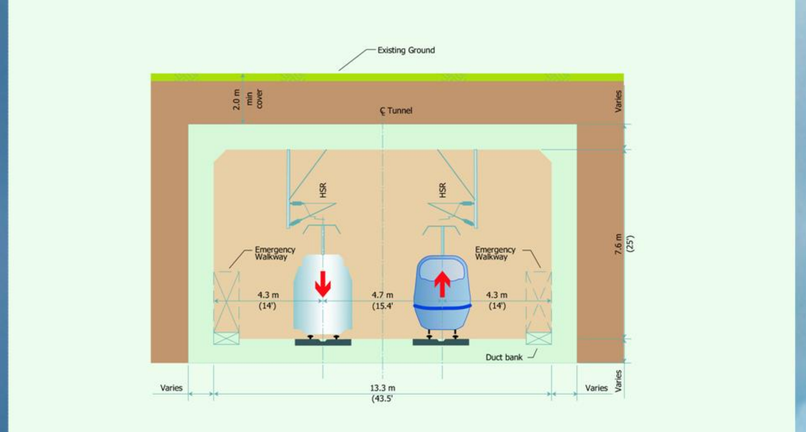
- Structures could include:
  - Aerial Structures (bridges)
  - Tunnels
  - Trenches
  - Hillside Cuts



Trench with Retaining Walls

Typical Structures

Tunnel



Typical At-Grade Alignment Configuration

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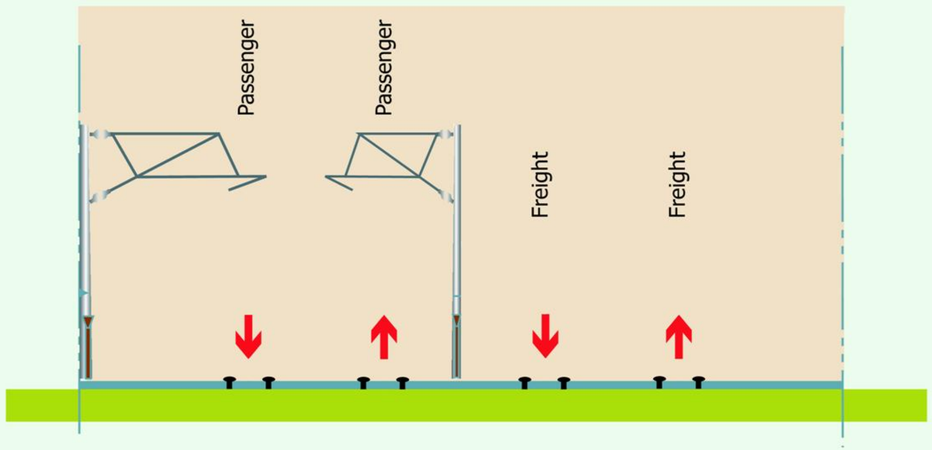
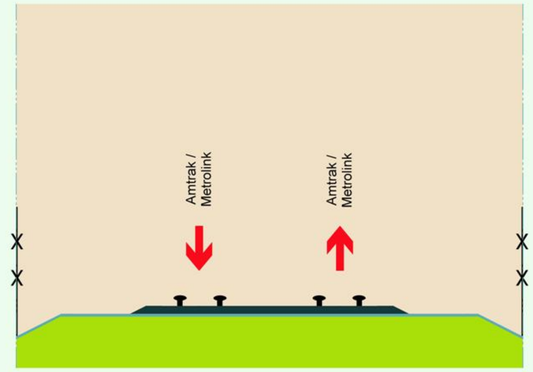
Existing

Typical 4-Track Configuration – *Los Angeles to Fullerton*

Proposed

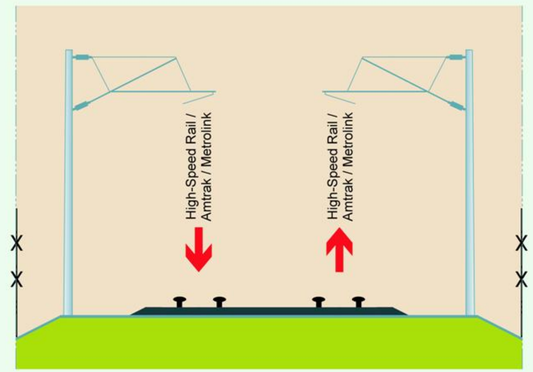




Existing

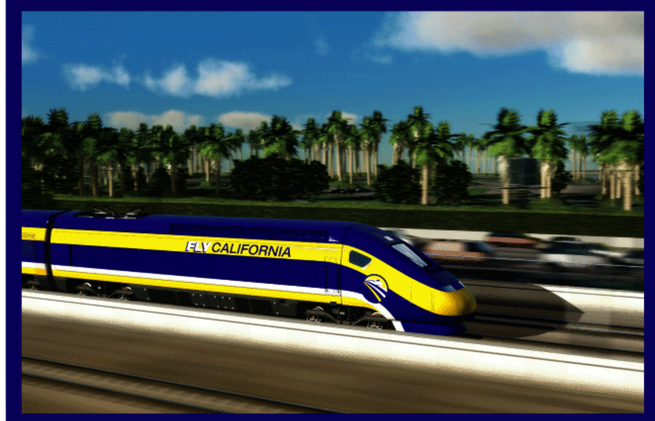
Typical 2-Track Configuration – *Fullerton to Anaheim*

Proposed



Environmental Issues of Concern

- Agricultural Land
- Air Quality
- Biological Resources - Section 7
- Community Impacts/Environmental Justice
- Construction Impacts
- Cumulative Impacts
- Flood Hazards, Floodplains, and Water Quality
- Hazards and Hazardous Materials
- Historic/Archaeological Resources-Section 106
- Land Use, Development, Planning, and Growth
- Noise/Vibrations
- Parks and Recreational Facilities - Section 4(f)
- Traffic and Circulation
- Visual Quality and Aesthetics
- Wetlands/Waters of the United States - Section 104



CEQA / NEPA PROCESS

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CEQA Lead Agency
California High-Speed Rail Authority

CEQA

Initial Study

Notice of Preparation

NEPA Lead Agency
Federal Railroad Administration

NEPA

Environmental Assessment

Notice of Intent

Scoping

Draft EIR

Notice of Completion

Notice of Availability

Draft EIS

Notice of Availability

Public Review

Final EIR

Notice of Determination

Final EIS

Record of Decision

PROJECT IMPLEMENTATION

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Environmental Process Schedule

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PROJECT-LEVEL EIR/EIS TASKS	2007				2008				2009			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Notice of Preparation / Notice of Intent (NOP/NOI)												
Scoping (Public and Agency)												
Engineering and Environmental Studies												
Draft Environmental Impact Report / Statement (EIR/EIS)												
Public Circulation / Comment												
Final EIR/EIS												
Notice of Determination / Record of Decision (NOD/ROD)												

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Comments

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Tell us what you think

Dinos lo que piensas